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THE NORTHERN BARRAGE

MINE FORCE
UNITED STATES
ATLANTIC FLEET



THE NORTH SEA 1918

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Edited by All Hands

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Annapolis, Md.
1919

1215

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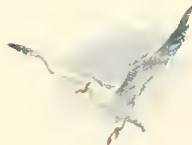
This Book
is a record of the work and play
of the
Mine Force
United States Atlantic Fleet
during the
War against Germany

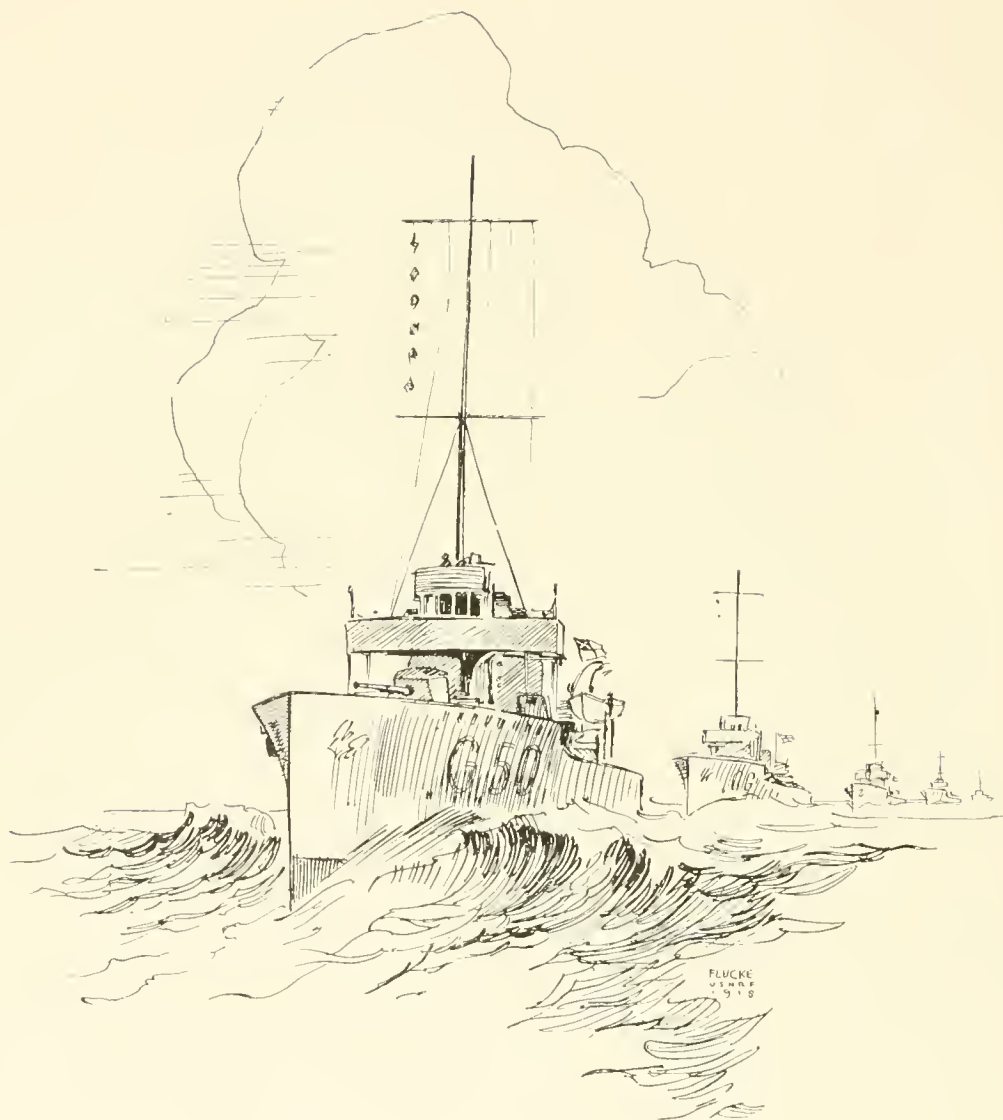
This Force operating in the North Sea, June to November 1918, laid the greatest number and completed the most extensive barrage of mines since the dawn of warfare to the present day, and lives to tell the

TALE.

*If you like it, blow us up;
If it's a Dud, it's the first we've had.*

THE COMMITTEE





To
OUR ESCORT
The Fourteenth Destroyer Flotilla
GRAND FLEET
This Book is Dedicated

Brothers in blood, these years have formed
A yet more binding tie,
The bond of those who facing death,
Were not afraid to die.

To us, those days in which we strove
To rid the seas of wrong,
Have made of you, our comrades then,
A memory doubly strong.

And so your younger brothers here,
With pencil, ink and pen,
To their poor best have tried to tell
A living tale of men.

To you, without whose guarding eye,
Our work had scarce been done,
We dedicate this record of
The strafing of the Hun.



THE MINE FORCE

REAR ADMIRAL JOSEPH STRAUSS, U. S. N., *Commander*

FLAGSHIP

U. S. S. BLACK HAWK, *Captain R. C. Bulmer, U. S. N.*

BASE 17, INVERGORDON; BASE 18, INVERNESS
SCOTLAND

MINE SQUADRON ONE

CAPTAIN R. R. BELKNAP, U. S. N., *Commander*

FLAGSHIP

U. S. S. SAN FRANCISCO, *Captain H. F. Butler, U. S. N.*

U. S. S. ROANOKE

Captain C. D. Stearns, U. S. N.

U. S. S. SHAWMUT

Captain W. T. Cluverius, U. S. N.

U. S. S. BALTIMORE

Captain J. W. Marshall, U. S. N.

U. S. S. CANONICUS

Captain T. L. Johnson, U. S. N.

U. S. S. AROOSTOOK

Captain J. H. Tomb, U. S. N.

U. S. S. HOUSATONIC

Captain J. W. Greenslade, U. S. N.

U. S. S. SARANAC

Captain Sinclair Gannon, U. S. N.

U. S. S. CANANDAIGUA

Captain W. H. Reynolds, U. S. N.

U. S. S. QUINNEBAUG

Commander D. Pratt Mannix, U. S. N.

U. S. S. PATAPSCO

Lieut. W. E. Benson, U. S. N.

U. S. S. PATUXENT

Lieut. J. B. Hupp, U. S. N.

UNITED STATES ATLANTIC FLEET
FLAGSHIP OF THE COMMANDER-IN-CHIEF

LONDON, September 28, 1918

My dear Strauss:

I feel sure that you are to be congratulated on the way things are going in your force and upon the loyal co-operation, zeal, and good work of the force both ashore and afloat. Organization, system, and efficiency were apparent and have been shown by the work accomplished.

Congratulations and best wishes to you all.

Yours sincerely,

H. T. MAYO



REAR ADMIRAL JOSEPH STRAUSS, U. S. N.
Commander Mine Force
United States Atlantic Fleet
U. S. Naval Forces Operating in European Waters

MOY HALL, INVERNESS,

20th November, 1918.

My dear Commodore:

You left me fairly aghast by the way you received and entertained me on board "San Francisco" on the 18th Nov. I can only assure you and all those officers and ship's company you have conferred a very great honour on the county which I represent and which it will always be my duty, as it is a pleasure, to make known.

Ever since the U. S. Squadron has been stationed in northern waters, you have all gained the esteem and affection of those you have come in contact with, and to your professional and technical skill and true seaman-like spirit there is but one opinion.

This war, if it has brought sore trials and losses, has been of the very greatest service in bringing our respective countries together, and it has fairly opened the eyes of other nations to what can be done by us thereby.

Believe me, my dear Commodore,

Yours sincerely,

A. MACKINTOSH,
of MacKintosh.

Lord Lieutenant of Invernessshire.

To:

COMMODORE R. BELKNAP, U. S. N.,
U. S. S. San Francisco.



CAPTAIN R. R. BELKNAP, U. S. N.
Commander Mine Squadron One



U. S. S. SAN FRANCISCO

Flagship

Mine Squadron One



SQUADRON CAPTAINS

Standing—

CANAGA

JOHNSON

TOMB

GREENSLADE

GANNON

REYNOLDS

MANNIX

Seated—

CLUVERIUS

STEARNS

BELKNAP

BUTLER

MARSHALL



THE FENCE ACROSS THE NORTH SEA

At the outbreak of the war the United States proposed to the Allies the construction of a Mine Barrage completely across the North Sea to limit the activities of the U-Boats which were devastating the shipping of the world.

The Allies said " Fine " and told us to do it.

This enormous undertaking, without precedent, was begun by perfecting an anchored mine, good for any depth and fitted with a new and positive form of firing mechanism. Each mine contained three hundred pounds of T. N. T., the most powerful explosive known. The first order placed was for one hundred thousand such mines, and this was shortly afterwards increased.

The Mine Force of the Atlantic Fleet at this time consisted of the *San Francisco*, the *Baltimore*, the *Dubuque*, and four Fleet tugs. This Force was expanded at once by securing four large ships from the Southern Pacific Company, two from the Old Dominion Line, and two from the Eastern Steamship Corporation. To these were added the *Black Hawk*, a Grace Line steamer, which became one of the most up-to-date repair ships of the American Fleet. These vessels were converted into planters during the early spring of 1918 and were constituted into Mine Squadron One and placed under the command of Captain R. R. Belknap, U. S. Navy. The total capacity of the Squadron was six thousand mines for a single planting. There were also obtained twelve steamers for Mine Carriers to maintain the overseas supply.

Meanwhile, a base at Inverness, Scotland, and another at Invergordon, Scotland, were established with an American naval personnel of one thousand officers and men each, and Rear Admiral Joseph Strauss, U. S. Navy, was assigned to the command of

the entire Force ashore and afloat, comprising seven thousand men. These bases were ready when Mine Squadron One arrived in enemy waters and mining operations were at once begun, in June.

The planters proceeded from the bases under escort of a flotilla of British destroyers and, when working on the mine field, were screened by a force of battleships, battle cruisers, and light cruisers from the Grand Fleet. In thick weather or clear, night and day, the work went on without a hitch.

Operations continued until the last of October and, before the Armistice was signed, a complete barrage of these powerful mines, two hundred miles long and thirty miles wide, laid at varying depths, had been stretched across the North Sea from Norway to the Orkney Islands. This barrier accounted directly for many of the Hun boats even before completed and its moral effect was invaluable.

After the Armistice was signed, plans were made for joint sweeping operations with the British service and a number of men from the Mine Force were assembled at the Inverness base ready to begin operations in the early spring of 1919.

On the 30th of November Mine Squadron One sailed from the bases for home. The next day the Squadron passed in review through a large detachment of the Grand Fleet in Scapa Flow, a naval base in the Orkney Islands. Here were interned the ships of the German High Seas Fleet which were surrendered when hostilities ceased. The cheering between the American and British ships as the Squadron steamed down the lines was deafening and was a marked contrast to the complete silence maintained as our ships passed through the enemy fleet—surrendered without firing a shot!

This occasion was a fitting termination of the operations of the Mine Force in the war zone. It had done its share and the work accomplished was no mean contribution toward the establishment of a righteous peace.



Passing through the Grand Fleet at Scapa

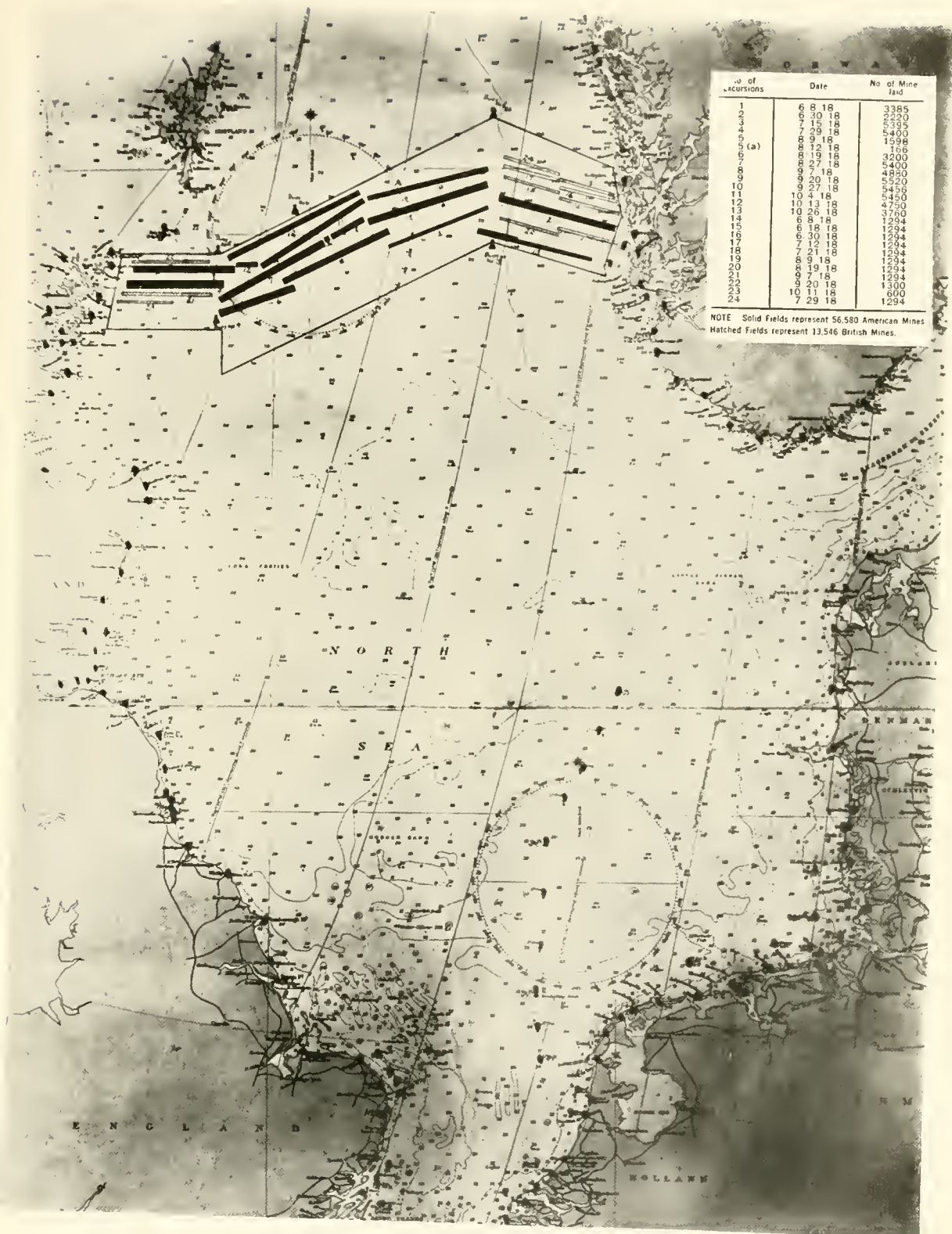
Here is the Barrage itself.

The large central area was assigned to the American Squadron; the area to its left, to the British; and the one adjacent to the Norwegian coast was mined in conjunction. We have fields in all areas.

Each black field represents the planting of a single excursion of our Squadron, and the average length is fifty miles by two thousand yards wide.

The hatched fields were laid by the British.





THE BARRAGE



U. S. S. AROOSTOOK
Was formerly "S. S. Bunker Hill," Eastern Steamship Corporation



Officers



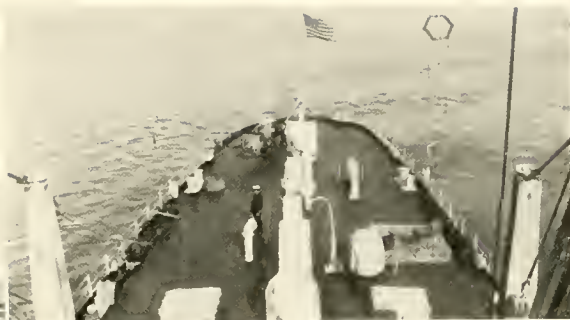
Chief Petty Officers



A Group



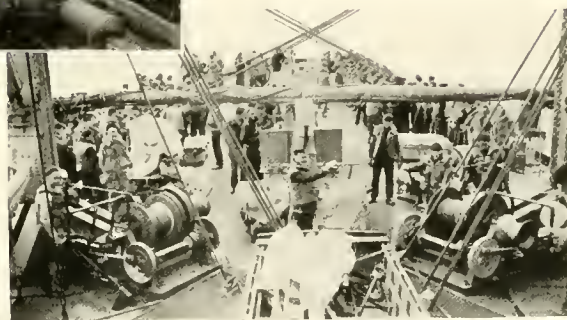
Officers and Crew



Spick and Span



Spare Propeller



Abandon Ship



Ready



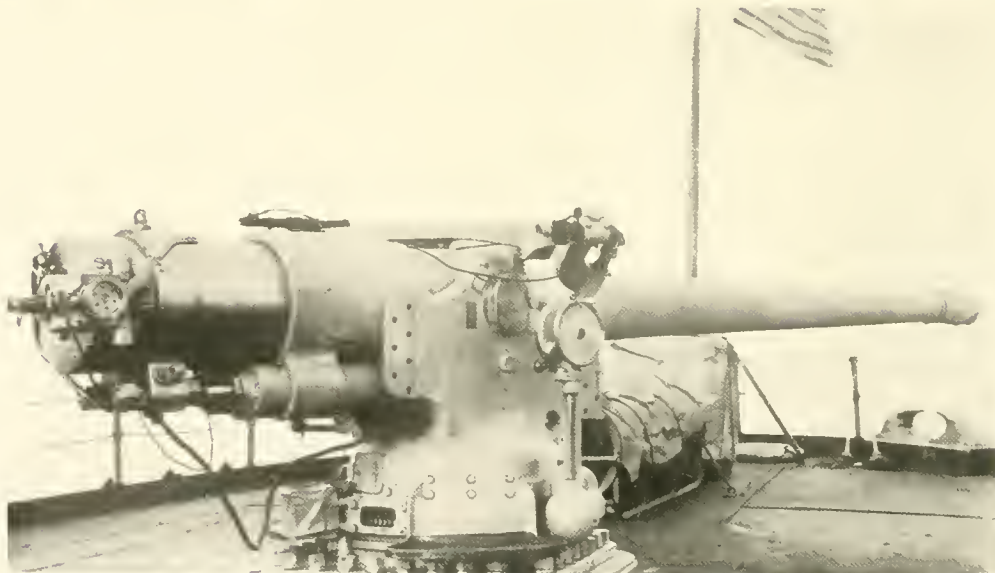
The Commander



The Water Flag



The Captain



Kappa



Fueling



Too Rough for a Fish



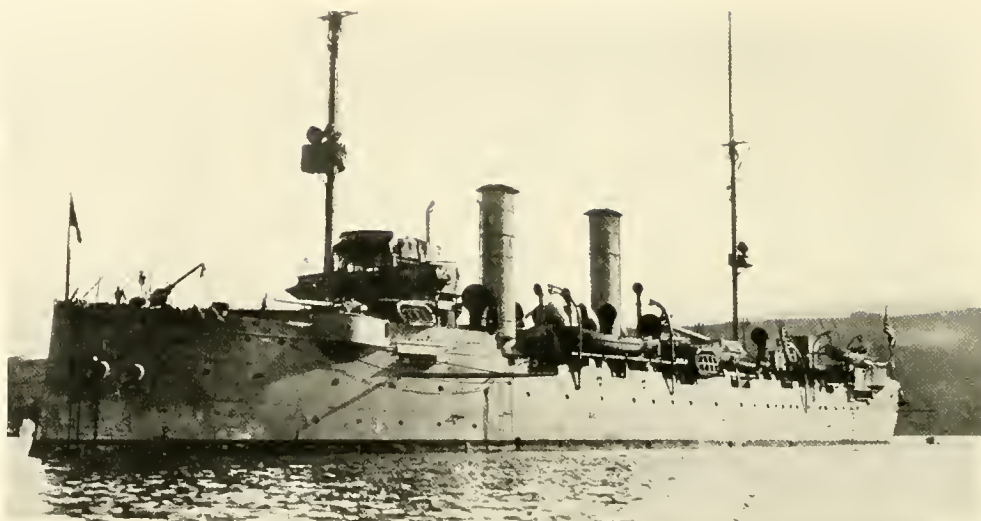
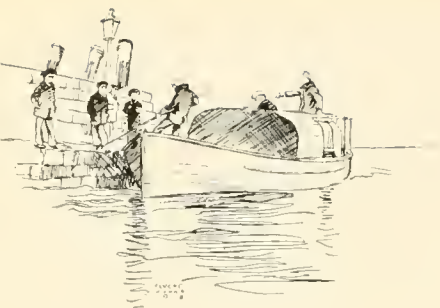
On the Job



A Scots Buddha



Sub Sighted



U. S. S. BALTIMORE
Was formerly a Cruiser, North Atlantic Squadron



Captain



The Gig



Seaman Guard



Ready for Inspection



Inspection



Gun's Crew in War Zone



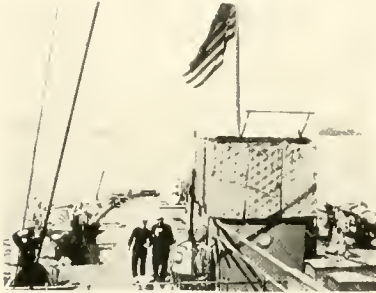
Mail!



Sub Attack 21 September, '18



Halifax



The Shawmut's Captain Calls



Standing Room Only



The Fourth in a British Port



A Procession



British Mine Squadron



A British Marker
Buoy



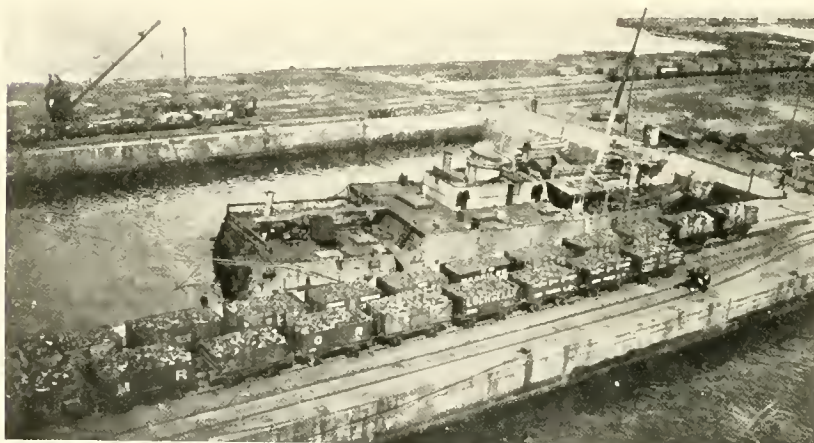
Unloading British Mines



The Liberty Drifter



Rigging Out the Fish



All the Hun Left of One Merchantman



Funeral of the
Lake Moor Men



The First Mine Planted
by the Mine Force in
European Waters



Burial of the Lake Moor Men



U. S. S. BLACK HAWK
Was formerly " S. S. Santa Catalina," Grace Steamship Company



Officers



Chief Petty Officers



Nuff Said



Liberty Party at Inverness



The Islands, Inverness



Lovers' Lane, Inverness



U. S. S. CANANDAIGUA
Was formerly "S. S. El Siglo," Southern Pacific Company



Officers



Extremes



Cromarty Firth



OFFICERS AND CREW



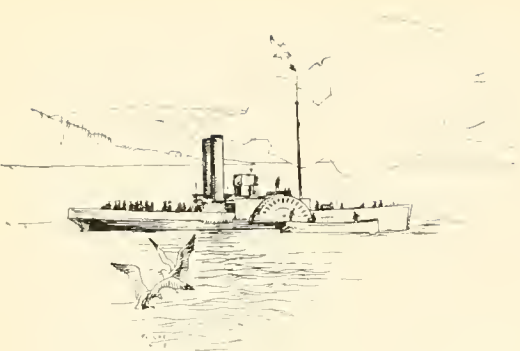
Beaulieu Basin



Chanonry Point



A Summer Day in the North Sea



U. S. S. CANONICUS
Was formerly "S. S. El Cid," Southern Pacific Company



OFFICERS AND CREW



Sky Guns



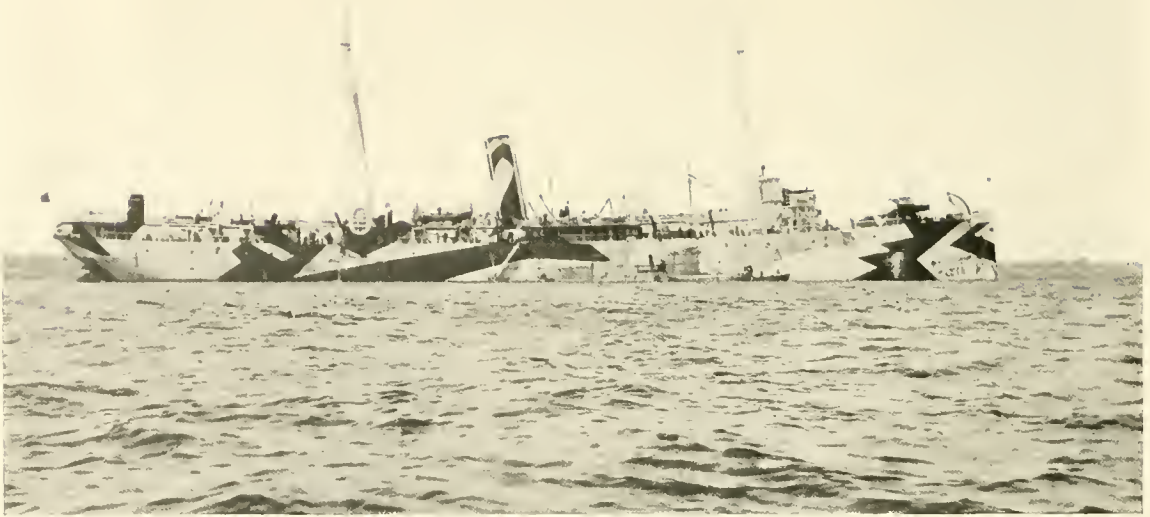
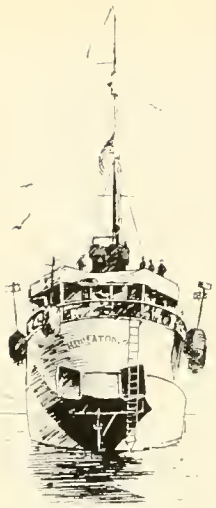
Squadron Commander Addressing Crew



3-Inch Gun's Crew



Squadron Champions



U. S. S. HOUSATONIC
Was formerly "S. S. El Rio," Southern Pacific Company



The Captain



The Commander



Medical Division



Seaman Guard



Eighth Division



Fifth Division



Group of Crew



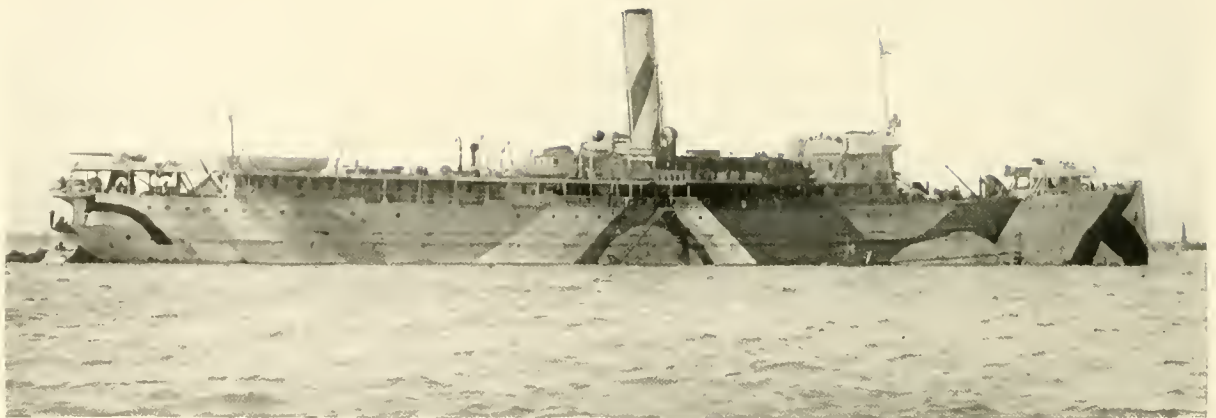
U. S. S. Housatonic



The Blue Gig



Embar



U. S. S. QUINNEBAUG
Was formerly "S. S. Jefferson," Old Dominion Line



OFFICERS AND CREW



Changing Formation



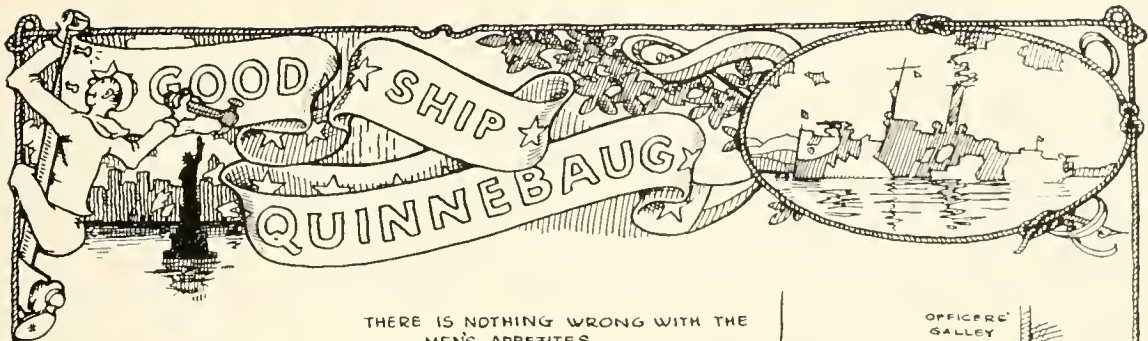
14 July



At Home

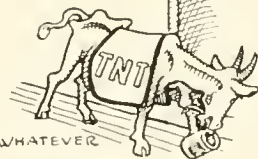


An Excursion

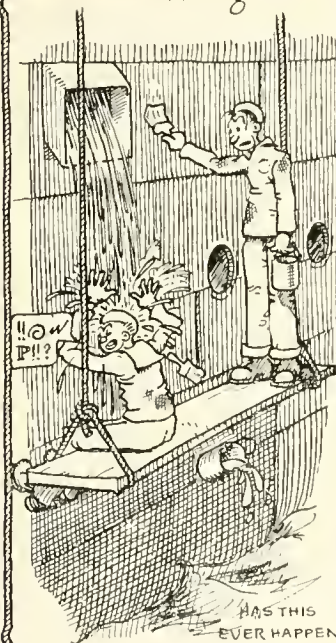


THERE IS NOTHING WRONG WITH THE
MEN'S APPETITES.

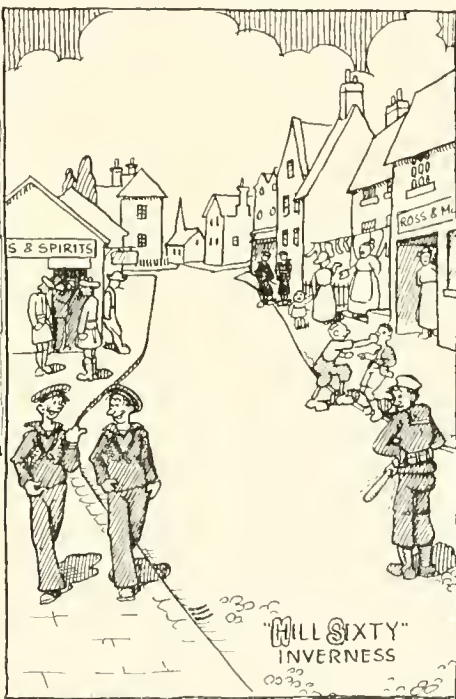
OFFICERS'
GALLEY



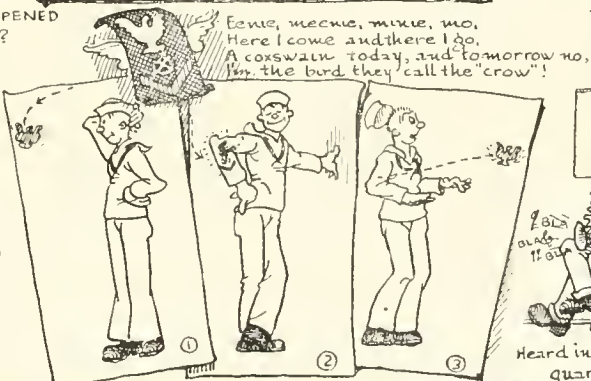
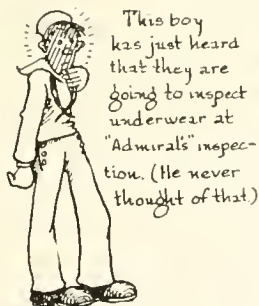
WHATEVER
BECAME OF
THE GOAT? DID HE
GET THE DEEP SIX?



HAS THIS
EVER HAPPENED
TO YOU?



Late Sunday
afternoon on the
Ness River



Victor Deas, U.S.M.R.F.



U. S. S. ROANOKE
Was formerly "S. S. El Dia," Southern Pacific Company



OFFICERS AND CREW



More Mines



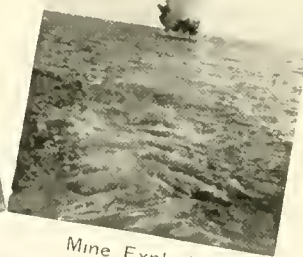
Water



Electric Elevator Gear



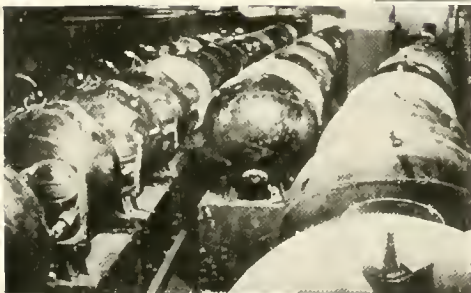
Receiving Mines



Mine Explosion



Embarking



Stowed

Stowing
Below



The Fish



U. S. S. SAN FRANCISCO

was formerly

A Cruiser, North Atlantic Squadron



Commander Mine Squadron One and Staff



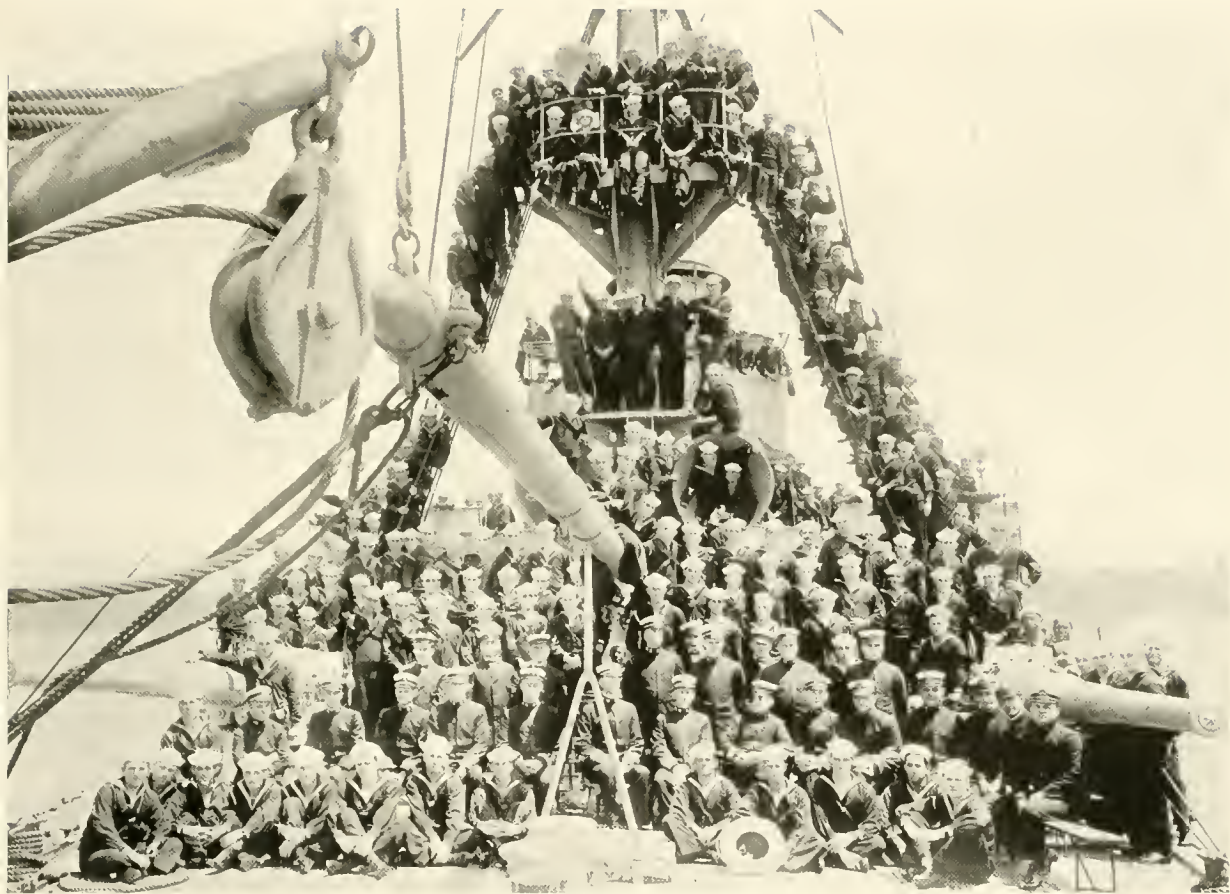
Commander Mine Force and Group



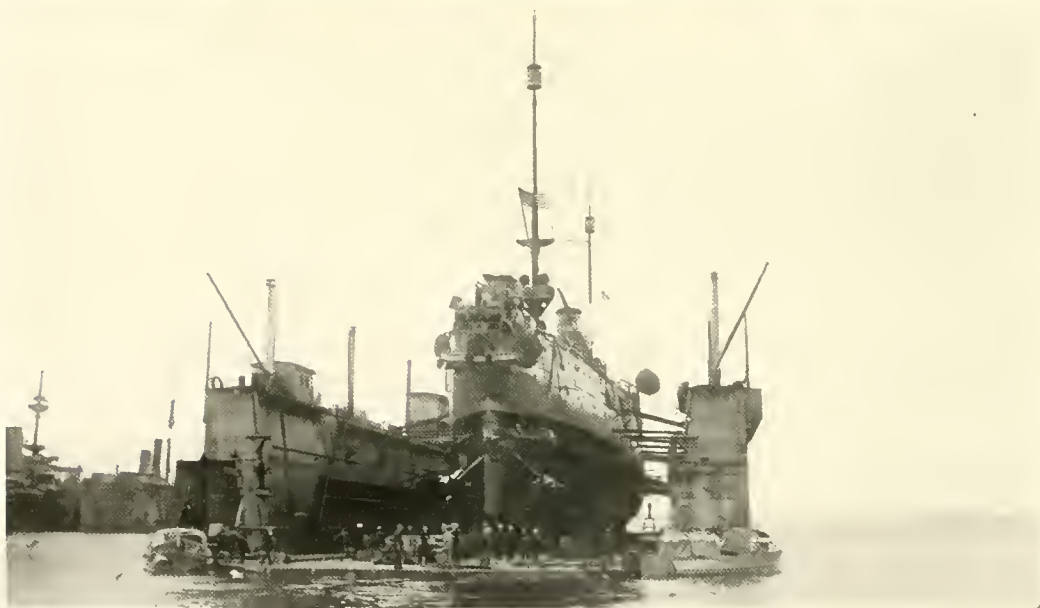
The Team



Squadron Band



OFFICERS AND CREW



In Dock at Invergordon



The Commodore's Barge



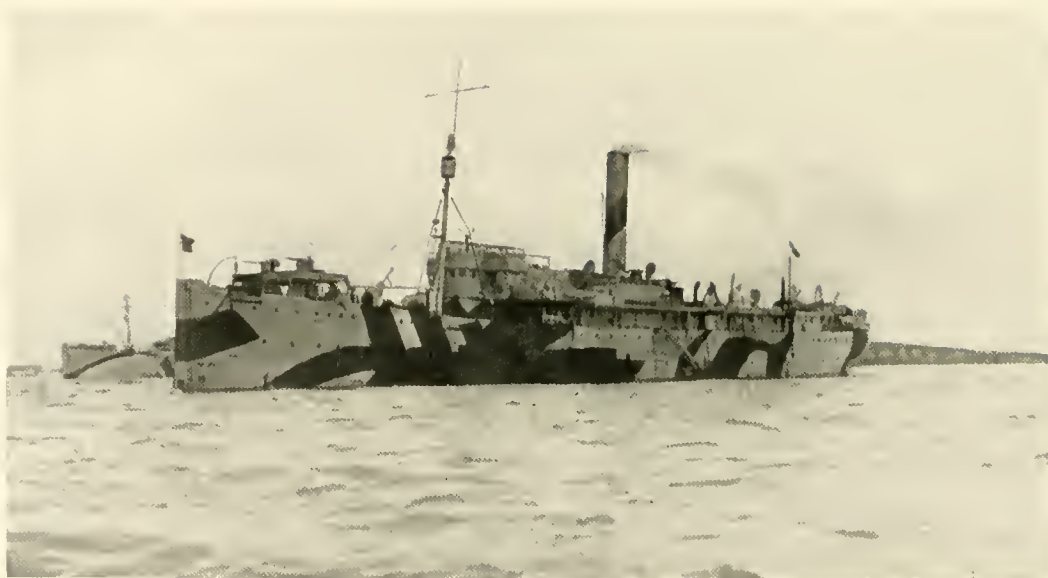
4 July, 1918, Inverness



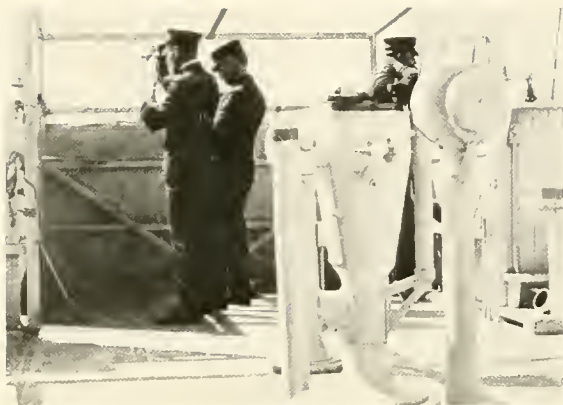
A Main Deck Load



British Squadron Ahead



U. S. S. SARANAC
Was formerly "S. S. Hamilton," Old Dominion Line



The Bridge



Officers



Chief Petty Officers



The Anchor Down





Over She Goes





Division Groups



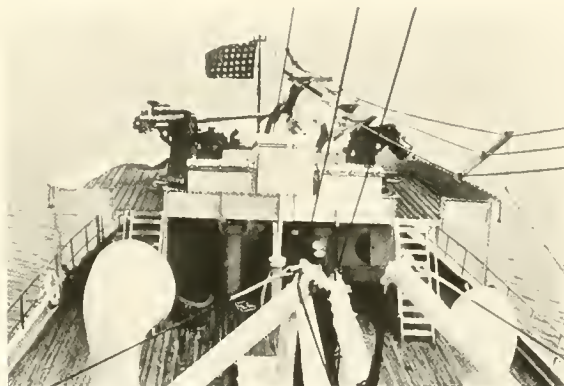
Embarking Mines



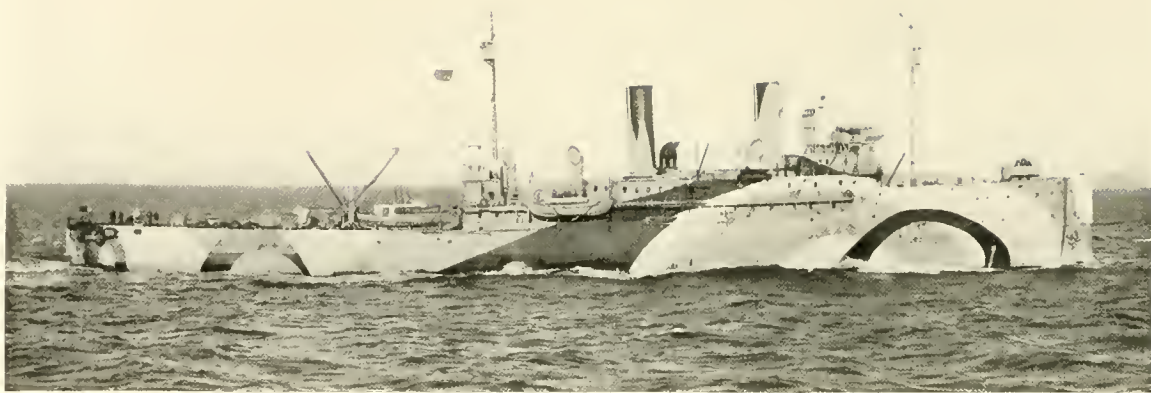
The Port Light or Forward



Life Rafts



The Anti-Air Craft Guns



U. S. S. SHAWMUT
Was formerly "S. S. Massachusetts," Eastern Steamship Corporation





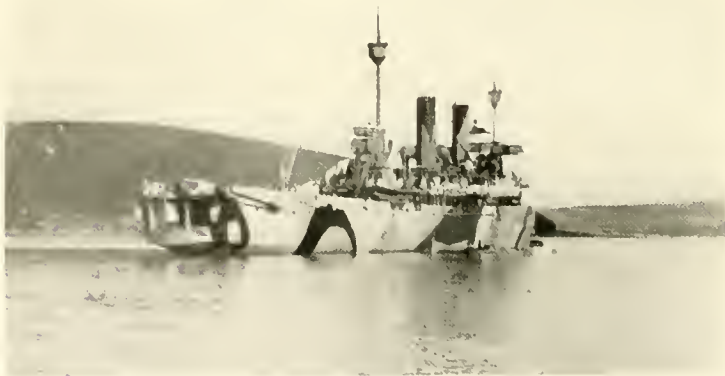
Officers



Officers and Crew



The Nine



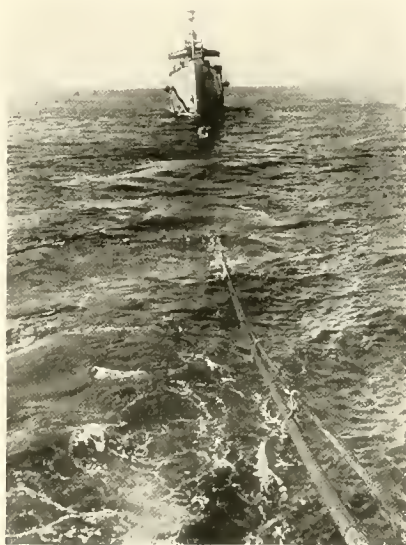
At Munlochy



Submarine Contact—Vampire Making Smoke Screen



Arrival Over There



Fueling at Sea



U. S. S. PATAPSCO
Force Tug



Officers



Officers and Crew



U. S. S. PATUXENT

FORCE TUG



Strathpeffer



On the River Ness



Inverness



Rosehaugh, Avoch



U. S. NAVAL BASE 17

INVERGORDON

SCOTLAND



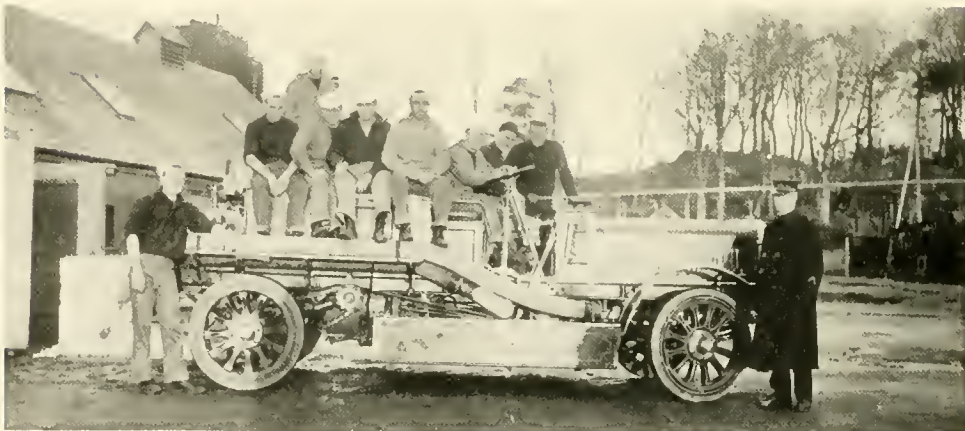
HEADQUARTERS



At the Base



Football Squad



Fire Engine



Freight Yard



The Flag at Kyle



A Party at Kyle



At Kyle of Lochalsh



Ready



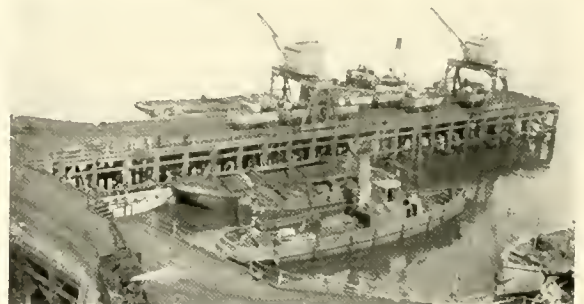
Loading Pier



Mine Sheds



Oil Tanks, Invergordon



Lighters, Invergordon



Dalmore House—Officers' Quarters



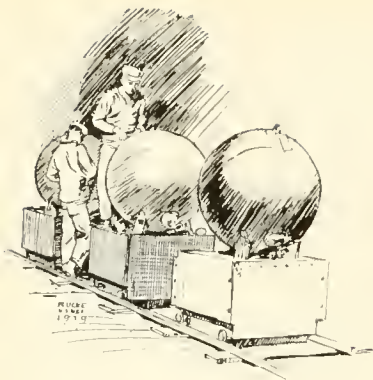
A Scotch-American



Alness River, Base 17



At Base Seventeen



U. S. NAVAL BASE 18

INVERNESS

SCOTLAND



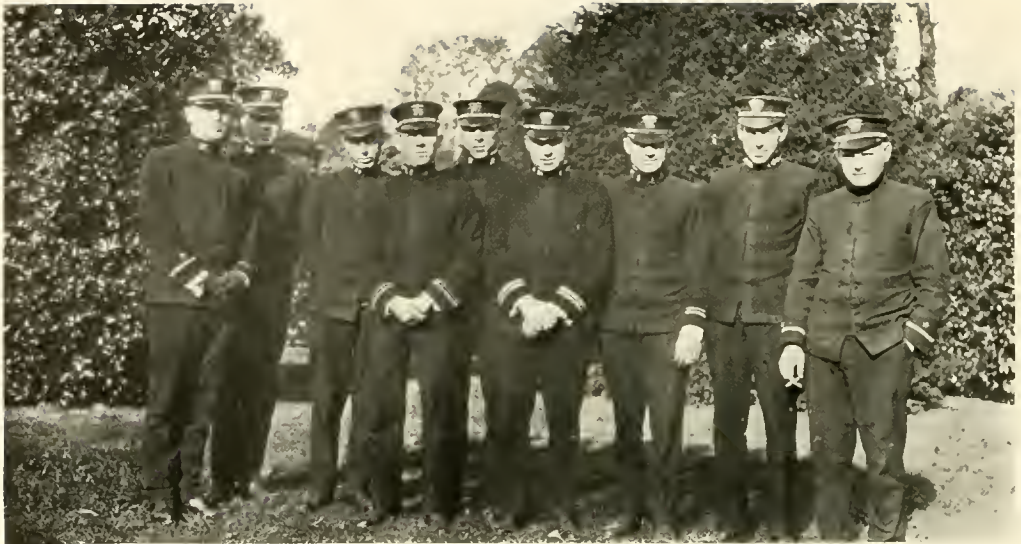
GENERAL VIEW



ADMIRAL MAYO
Commander in Chief, Atlantic Fleet
With Commander Mine Force



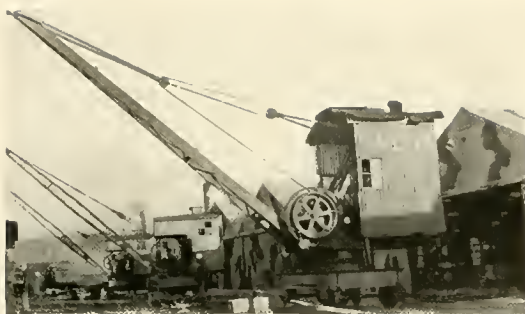
Commander Mine Force and Staff



Officers



Division H



Cranes



Test Rails for Anchors



In Transit to Lighters



A Corner of Mines



One of Many



Ben Nevis from Corpach



Corpach Detail



View from Kessock Landing, Inverness



An Early Season Line-up



"SOMEWHERE IN SCOTLAND"

The Mine Force Show which Made a Big Hit in London



In the Lighters



The Sick Bay



Egg Baskets



The Barracks



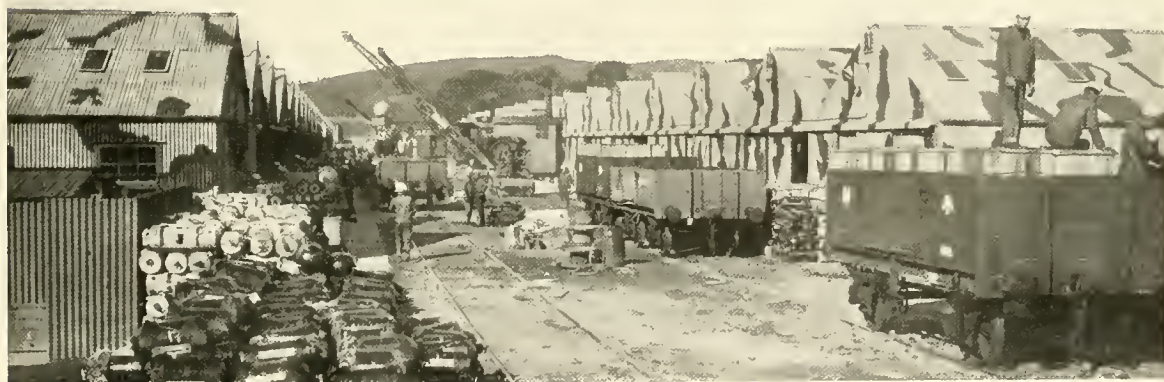
The First Flag in Scotland
9 February, 1918



Discharging to the Base



Ready for the Lighters



Mine Parts



In that hit and run game called Mine-Laying, Time means more than Money, and Speed is the Factor of Safety, but Athletics is the Guarantee of Teamwork, and that is the Road to Success.

Captain Belknap realized this when the Mine Squadron arrived in Scotland, and steps were taken to organize athletics. Lieutenant Hewlett of the *Baltimore* was appointed Squadron Athletic Officer, with a representative on each ship. The task of publishing an Athletic Bulletin was undertaken and Ensign W. P. Hanson of the *Baltimore* appointed Editor. This paper was published in real newspaper style, every ten days, and sent throughout the force to thousands of eager fans.

Baseball was the feature of organized sport, especially through the summer months, and quite naturally held the center of the stage. With the exception of the *San Francisco* and the *Baltimore*, none of the planters had the necessary baseball equipment, but that couldn't put a damper on the sport. When the schedule had been arranged, baseball diamonds were ready at Inverness and Invergordon, and the required equipment was being rushed from the States.

The season commenced on July 4th, at both Bases, with 12 teams competing, and before the baseball gear had been stowed away in winter quarters a total of 176 league games had been played, which speaks well for teams 3000 miles from home, playing in a country new to the sport. The original schedule called for 396 games, but Scottish mist, coupled with our hastened activities in the North Sea, made that ambitious program impossible.

The league provided all the excitement that could be desired, and each team was supported by as loyal a group of fans as ever downed an umpire. It was a hot race from start to finish and the keenest sportsmanship prevailed throughout, as can be evidenced from the present battle-cry of the Scotchmen of Inverness and surroundings—"Baseball forever."

The standing of the teams:

<i>Ship</i>	<i>Games Played</i>	<i>Won</i>	<i>Lost</i>	<i>Percentage</i>
CANONICUS	20	15	5	.750
SAN FRANCISCO	17	12	5	.706
HOUSATONIC	18	12	6	.667
BLACK HAWK	16	9	7	.563
ROANOKE	13	7	6	.538
BALTIMORE	14	7	7	.500
SHAWMUT	18	9	9	.500
AROOSTOOK	13	5	8	.384
QUINNEBAUG	14	5	9	.357
CANANDAIGUA	15	4	11	.267
TUGS	4	1	3	.250
SARANAC	14	3	11	.214

Boat racing, boxing, wrestling, track and field sports were given much attention. The morning of July 4th found swarms of pulling boats lining up to the Stake Boats at Base 17, each ship being represented by a crew in the four race boat classes on a mile course. It was one big cheer from start to finish, with an added cheer when the contesting crews passed their ships on the way to the finish line. The afternoon of July 4th hundreds of American and British sailors gathered at the Admiralty Recreation Grounds at Invergordon to watch track and field sports of the Yankee Mine Force, and it was estimated that 3000 townspeople were present at the Northern Meeting Grounds in Inverness to see the big games of the Mine Squadron at Base 18.

The Labor Day program was a repetition of all this. The *Shawmut's* boat crews swept the waters of Inverness Firth and her field and track teams made a similar clean-up at the Northern Meeting Grounds. At the Invergordon base the *Baltimore* headed the list.

A golf tournament for officers was held and about 20 competitors entered. The match continued for a month and was finally won by Ensign Seward W. Webb of the *Roanoke*. A big tennis tournament was also planned and about 15 games were played, but rain and cold weather prevented its continuance.

Football was next on the program, and old scores of the baseball diamond were to be redeemed, but the cessation of hostilities and the early departure of the Mine Squadron for home put an end to what would have been the climax of Mine Force athletic activities. However, it was proved beyond a doubt that the Mine Force made as much of a success of its athletic program as it did of its famous Mine Barrage in the North Sea.



THE Y.M.C.A.



Any man who fought in the Mine Force knows the "Y".

At Base 18, the Y. M. C. A. rented the Northern Meeting Hall, the historic festival place of all North Briton, and located in the center of the city of Inverness. A spacious hut was built at Invergordon for the ships at Base 17.

These were the headquarters for all hands while on liberty, and reading matter, eats, and music were abundant. Many entertainments were given and the men of the Force were certainly at home. The voluntary services rendered by the ladies of both Bases in our interest at the Y. M. C. A.'s will always be a pleasant memory. Here's to them, one and all!



FOURTH LIBERTY LOAN

21 OCTOBER 1918



The Mine Force Fourth Liberty Loan Drive is over. The total amount subscribed is \$332,800.00 distributed among 6732 men, a per capita subscription of \$49.44.

This is an excellent showing. The Mine Force Liberty Loan Agent feels that it is a matter for intense pride that the officers and men of the Mine Force have responded to the Nation's need of money in the manner in which they have. These wonderful figures, however, would not have been possible, had it not been for the active and hearty co-operation of the individuals in the Force as a whole, and the Force Liberty Loan Agent extends to each individual subscriber, as well as to those who would have subscribed, had their means permitted it, the most hearty congratulations.

An outstanding feature of the Drive was the conduct of the U. S. S. *Shawmut*. On the opening day of the Drive, that vessel reported a 100 per cent subscription—362 officers and men subscribing \$36,200. This notable example undoubtedly led the way to the rest of the vessels, and good-naturedly spurred them on to reach the 100 per cent goal, which was ultimately attained by the *Patuxent*.

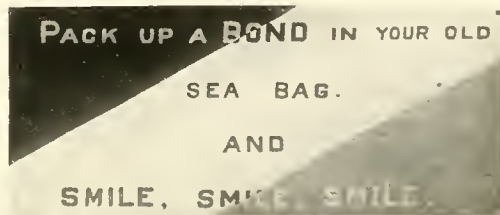
Many of the men in the Mine Force who subscribed did so at a sacrifice. Many others were willing to make the same sacrifice, but it was considered that the small amount left due them from the Paymaster, after deduction for payment for the bond had been made, would not be sufficient to meet their current expenses. It was with especial regret that men with this fine spirit were denied the privilege of subscribing.

The conduct of the men in the Mine Force during this Drive—their ready whole-hearted generous response, is in keeping with the best traditions of the Naval service. It is typical that men of the American Navy should bend not only their utmost physical efforts, but that they should not spare any effort of any description, physical, mental, moral, financial or otherwise to hasten the only end to the present conflict that is acceptable to them as Americans.

Let the subs come out—and the Mine Force will hand them a little "Christmas present" in the shape of a \$332,800 sphere full of T-N-T that will loosen a few of their rivets.

Standing of the Mine Force at the close of the drive was as follows:

		Total Subscribed	Per Capita
NO. 1	PATUXENT	\$ 7,950	\$108.90
2	SHAWMUT	38,400	95.76
3	CANONICUS	39,850	91.19
4	PATAPSCO	4,850	69.29
5	HOUSATONIC	28,200	64.53
6	AROOSTOOK	23,600	60.68
7	BLACK HAWK	29,150	54.38
8	QUINNEBAUG	22,300	51.71
9	BASE 17	53,350	47.55
10	CANANDAIGUA	18,050	41.08
11	SARANAC	13,900	33.74
12	SAN FRANCISCO	13,350	31.34
13	ROANOKE	11,500	26.02
14	BASE 18	28,350	25.34
TOTAL		\$332,800	\$49.44



R. C. BULMER,
Captain, United States Navy,
Liberty Loan Agent, Mine Force.



UNCLE SAMUEL AND HIS TWO INVINCIBLES !

THE FORCE OF MINE

Words and Music by
H.M. RUBEL
Arranged by
D.M. YODER
U.S.S. SHAWMUT



*The official song of
Mine Squadron One*

*W. R. Bellman
Captain, U. S. Navy
Squadron Commander*

FLUCKE
U.S.N.A.F.
1918

INTRO.

f

CHORUS.

THE FORCE OF MINE

We sailed across the water,
We sailed across the foam.
For fourteen days and fourteen nights
We sailed away from home.
But now three thousand miles away
We love our country more,
Let's give three cheers for Uncle Sam
From off the German shore.

CHORUS

It's a mine here and a mine there,
Over the ocean everywhere.
Now our ships can cross the sea
And win the war for Liberty;
Uncle Sammy brought his ships
To France' and Belgium's shores.
That force of mine has done its share;
We've fixed the U-Boat fair and square;
When victory comes they'll all declare
That mines have won the war.

We may not look like dreadnaughts,
But from all the present signs
Davy Jones has told the Kaiser
That we're there on laying mines.
Awhile ago, the subs you know
Thought they had the gravy,
But when they hit our mine fields, *oh!*
They leave the German Navy.

CHORUS

It's a mine here and a mine there,
Over the ocean everywhere.
Now our ships can cross the sea
And win the war for Liberty,
For Yankee Doodle laid his mines,
And got the U-Boats sore;
And after America's army came,
We showed them how to play the game;
To Berlin, Victory, and to Fame—
That's how we won the war.

11 November, 1918.

From: C. M. F.

To: A. S. P.

Time: 10.05 a. m.

The Armistice is signed.

Hostilities are to be suspended forthwith. All anti-submarine defence measures in force to insure the security of men-of-war at sea or in harbor are still to remain in force until further orders. Submarines on surface are not to be attacked unless their intentions are obvious.

0935.

(F)



Armistice Day

THE YANKEE MINING SQUADRON

1. A great offensive we've begun
By going out to strafe the Hun,
Putting the submarines on the bum,
In the Yankee Mining Squadron.

(Chorus)

Away! Away! depth charge and gun.
They'll have no chance against the Hun.
Our mines have ended all their fun.
Oh! the Yankee Mining Squadron.

2. The Admiral, Sir, K. C. M. G.,
Is making it safe for democracy
By dropping pills in the old North Sea
From the Yankee Mining Squadron.
3. "Afraid we're late; canst mine by dark?"
The boss sat up and gave a bark.
"Get out of the way, you d—d old ark,
For the Yankee Mining Squadron."
4. The Commodore leads us, straight and true,
In battle,—whatever there is to do.
To victories, ever fresh and new,
Of the Yankee Mining Squadron.
5. The Commodore's on the bridge, rampant;
We've a hundred thousand mines to plant;
Just try to sleep: you'll find you can't,
In the Yankee Mining Squadron.
6. The 'Frisco and the Baltimore,
The ships that won the Spanish War,
Will fight for many a long year more
With the Yankee Mining Squadron.
7. The Baltimore was the first away.
She traveled a thousand miles a day
To show the Allies the lively way
Of the Yankee Mining Squadron.
8. The Housa and the Roanoke,
Adrift at sea with rudder broke,
Were saved by nauseating smoke
Of the Yankee Mining Squadron.
9. The Housa says Canonicus
Plants all the mines that raise a fuss,
'Till the whole North Sea is in a muss
'Round the Yankee Mining Squadron.
10. The Canandaigua, so they say,
Would always anchor in Beaulay Bay,
And certainly there when golf's to play,
In the Yankee Mining Squadron.
11. The Shawmut and the Aroostook,
The flyers from Boston to Sandy Hook,
To climb their bridges would stomp Doc Cook,
Oh! the Yankee Mining Squadron.
12. The Quinnebaug and the Saranac,
The sister ships with the funny stack,
They amble out and toddle back
With the Yankee Mining Squadron.
13. The sweeping up! Ye gods, what muck!
(The Quinnebaug quickly passed the buck.)
The Huns that try it are out of luck.
Oh! the Yankee Mining Squadron.
14. "Oh! who is the name of the small steamboat?"
Sonoma, the smartest thing afloat!
She goes for the subs and gets their goat.
Oh! the Yankee Mining Squadron.
15. "Oh! give us a lift," the wreckers said.
Ontario went to Kinsale Head
And rescued the cripples away from the dead—
Oh! the Yankee Mining Squadron.
16. Patuxent and Patapsco, too,
Went out three times the mines to view,
And helped unite the bases two,
For the Yankee Mining Squadron.
17. The fourteenth, "Vampire," leading hound,
Will drive the subs to watery ground.
We're always happy when they're around
The Yankee Mining Squadron.
18. The "Vampire" now is standing in,
The Squadron moves by seven ten.
No party by Sambo and Brandy Gin
For the Yankee Mining Squadron.
19. The Black Hawk lies at Base Eighteen,
She helps us to repair and clean
From underwear to ice machine.
Oh! the Yankee Mining Squadron.
20. Except for the mountains of T N T
The Bases are safe as afternoon tea,
For they never have to go to sea
With the Yankee Mining Squadron.
21. His army whipped, and his navy, too.
We turn our back on the Kaiser's crew,
And sail away to home and YOU,
In the Yankee Mining Squadron.





To
Our Sixth Battle Squadron
Who Screened Us While We Planted
The Garden

50 PALMERSTON PLACE,

EDINBURGH, N. B.,

13 November, 1918.

DEAR CAPTAIN BELKNAP:

I felt I must write and congratulate you on the fact that the Yankee Mining Squadron will now be able to return home, having taken an honourable part in the great war. My congratulations to you all from myself and the 14th Flotilla, and I trust H. M. Government will not forget to give honour to you and your fine fellows in the Squadron. Please convey my best wishes to your officers and men in a general signal, "The 14th Flotilla send greetings to the Yankee Mining Squadron and wish them a pleasant passage home and a real good time when they get there, and will see them go with regret."

Yours very sincerely,

H. R. GODFREY.

"The U. S. Mine Squadron thanks the 14th Flotilla for its kind message and returns the greeting most cordially, wishing that the officers and men of the Flotilla may fully enjoy a well-earned leave. The Squadron will always remember the Flotilla and will look forward to renewing a most agreeable association."



Going After the Hun



VIVA AMERICA!

THANKSGIVING DAY CELEBRATIONS

To commemorate the landing of the Pilgrim Fathers on New England soil, almost 300 years ago, American citizens, wherever they may be found, celebrate in their own way, the anniversary of that event. The Day was not forgotten in Inverness, where so many of our brethren from overseas are located at present, and two days have been given over to celebrations.

On Thursday evening the American naval officers and other guests were entertained to dinner in the Station Hotel by the S.N.O., H.M. Naval Depot, Inverness—Captain Rowley. In addition to American guests, the following among many others received invitations:—The Provost, the Senior Bailie, minister of the High Church, Bishop Maclean, Priest in Charge, R.C. Church; minister of the U.F. Church, County Chief-Constable, Burgh Chief-Constable, Town Clerk, Town-Clerk-Depute, the Resident Medical Officer of Health, General Manager, H.R.; Traffic Manager, do., &c., &c. The toast of the President of the United States was given by Captain Rowley, replied to by Admiral Strauss, U.S. Navy, who, in proposing "The King," said Britain had a King unswerving in his devotion, an example of patriotism, surrounded by wise counselors. In the absence of the Lord-Lieutenant of the County through illness, the toast of "The Services" was given by Dr. William Mackay, acknowledged on behalf of the U.S. Navy by Captain Belknap, for the British Navy by Commander Rankin, R.N., while Major Matheson, Cameron Highlanders, spoke for the British Army. In a graceful speech, the toast of the Burgh of Inverness was proposed by Captain Cluverius, U.S.N., who declared that in five months the names of Tomnahurich, Kessock, and Munloch had come to be written indelibly on American hearts. Provost Macdonald said we were proud to have the Americans among us, and they would be much missed when they had to leave us.

Later in the evening British naval officers entertained American naval officers at a ball held in the Northern Meeting Rooms, the scene of so many brilliant functions of the kind for well over a hundred years. Mrs. David Logan's band and an American ship band supplied the music.



From: Rear Admiral, Invergordon.

To: Commander Mine Force, Base 18.

Date: 2d December, 1918. No. 058.

Departure of Ships of U. S. Mine Force from *Invergordon*.

On the departure of the ships of the U. S. Mine Force from this port I desire to express to you my high appreciation of the friendly and cordial spirit in which the Commanding Officers and all ranks and ratings of that Force have co-operated and assisted in the work of this Base with regard to all matters in which we have been associated.

2. The relations between the U. S. Officers and men and those of the Royal Navy have been excellent throughout, and a feeling of friendship has been established between the two services which will, I believe, prove strong and lasting.

3. I am glad to be able to inform you that the behaviour of the U. S. ships' companies on shore has been most praiseworthy, and their good conduct on all occasions reflects the highest credit on their state of discipline.

4. I should like to add that the courtesy and good will towards myself invariably displayed by the Captains and Officers will remain with me a most pleasant remembrance.

(Sgd.) E. R. PEARS,
Rear Admiral.

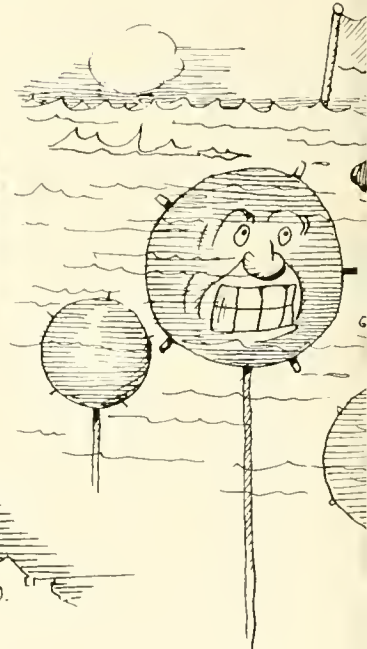


U.S.M



ACH FRITZ VE V
IN DER HEAFEN
LAND UND DEN
OL SASSAGH UN
KRAUT ACH I V
MAKE MINE MU
LIKE OUR DEAR

ONE OF THE GANG
OF THE MINE FORCE
GOT SORT OF MIXED
UP ON PERSONS AND
UNIFORMS WHEN WE
FIRST LANDED IN
SCOTLAND,

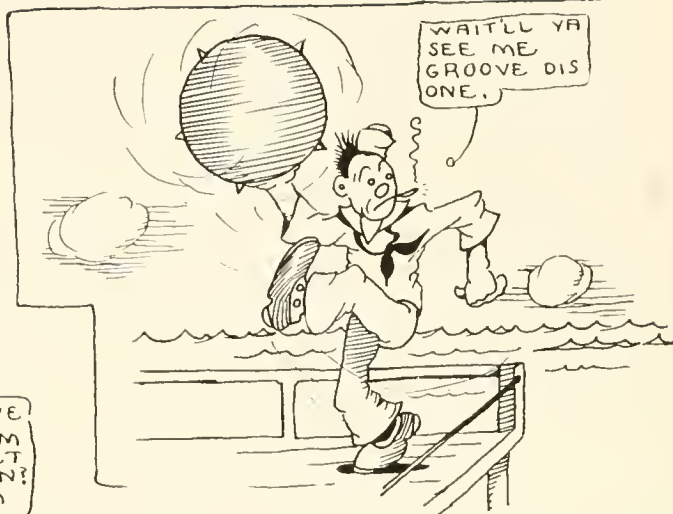


FORCE.

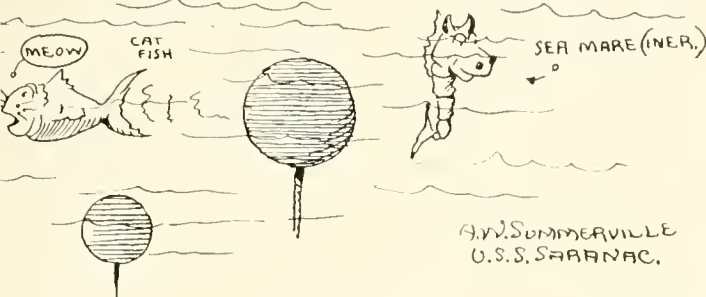
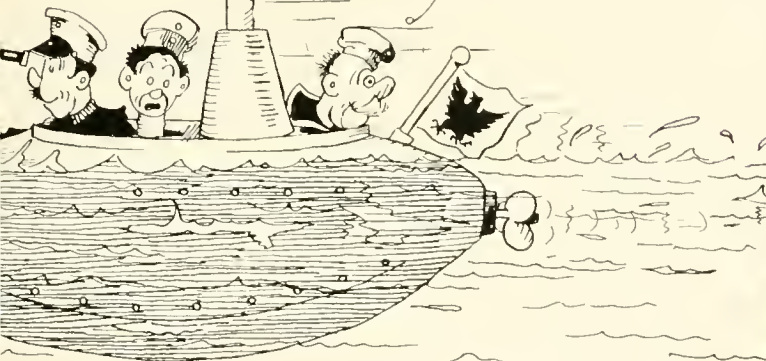
YA IF DOSE TAM YANKS
OF DER MINE SKVAAD
DON'T HEPPEN TO SEE
US- BUT I TINK VE
IS TOO MUCH FER DEM.



YOT VILL VE
DO MIT DEM
VEN VE GET
DEM DOWN?
MABEY I'M
DEN VUN
CAPTAIN.



NO OSWOLD WE HAVE A
DIFFERENT WAY OF TAKING
THE MINES OFF THAN
THIS, WE ARE NOT SHOT-
PUTTERS, NOR ARE WE
BOLSHEVKIES, EITHER.



A.W. SUMMERVILLE
U.S.S. SARANAC.

WARD BOUND AS MANY OTHERS OF THEIR
THOUGHT THEY WERE, -AND WERE.



JULY FOURTH, 1918

Message from Senior British Naval Officer, Inverness, to
Commander Mine Force.

"All ranks and ratings tender to officers and men of the United States naval forces under your flag the heartiest greeting on Independence Day, and to you their loyal cooperation in your determination to bring the war to a successful issue."

Messages exchanged at Scapa Flow while Mine Squadron passed between the British Squadron and by the interned German fleet.

9:30 a. m. To: Admiral First Battle Squadron.
 Via: H. M. S. *Canada*.
 From: Commander Mine Squadron One.

Captain Belknap presents his compliments and regrets that his movement orders do not permit paying his respects in person to Admiral Madden. The U. S. Mine Squadron sends congratulations upon the great success that has brought about this unprecedented spectacle. 0919.

From: Admiral Madden.
To: Captain Belknap.

Thank you for your 0919. I wish the Mining Squadron speedy return home and have much regret in parting with such a splendid force.

From: Captain Belknap.
To: Admiral Madden.

Many thanks for your kind message. The Mine Squadron has much enjoyed its duty with the Grand Fleet and is much honored by the association.

From: Admiral Madden.
To: Captain Belknap.

Thank you. For your hilarious mining squadron, a speedy trip home and have much regret in parting with such a brave bunch.



Grand Fleet at Scapa



British



The Surrendered Fleet

Speech of Admiral W. S. Sims, U. S. Navy

on board U. S. S. SAN FRANCISCO Flagship
of Mine Squadron One at Portland, England
12 December, 1918

The commanding officers, all other officers that could be spared, and 25 men from each mine planter, were assembled on board the *San Francisco* at 9.15 a. m. and at 9.30 Admiral Sims, accompanied by Captain Twining and Commander Babcock, came on board. His flag was flown on board during his stay. All the men being mustered aft and the officers assembled on the poop, Admiral Sims spoke from the break of poop as follows:

"I am sorry that it happened I brought you out on a day like this, but I wanted to say something to you before you go away. I realize perfectly well that I have not been able to visit the mining forces as much as would have been desired. I hope that you have not felt at all slighted by it. Perhaps all of you don't know the extent of the Navy's activities on this side. Besides your bases, we have about 30 others, between 75,000 and 80,000 people and 5000 officers over here, and all sorts of business to be transacted with the Navy Departments of the Allies. I would have been very glad to visit you frequently. I want you, however, to understand we have kept a close eye on your work and have appreciated it very thoroughly. This mining force has done a stunt the like of which has not been done in the world before. After we came into the war we designed a mine, built it, equipped the mine layers, sent them over to this side and planted more mines in less space of time than any nation in the world ever thought of doing before. As to the efficiency of the mine barrier, that is something that has not concerned you so particularly as those who designed it; but the stunt of fitting out the vessels, learning to handle the mines, planting them, and going through the strenuous work has been really one of the finest stunts the Navy has accomplished on this side.

"There has not been much about it in the papers, because this is one of the things we didn't want our friends, the Germans, to know anything about. You need not be afraid, however—it will be thoroughly explained and thoroughly exploited a little bit later. Now this work has been so successful that it has excited the commendation of all the Navies on this side. I think that our mine layers that were fitted out for this purpose are distinctly better than those that have been designed in leisure time of peace. All our ships of same displacement carried more than twice as many mines and can drop them successfully going at full speed. As far as I know, the planting of this mine field has gone on without hitch. I mean in so far as the handling of mines is concerned. If some of the mines have popped off, that has to do with the design of the very complicated mechanism, with which you men have not been concerned; but as a nautical stunt, a piece of seamanship, it has been perfectly successful, and we understand that perfectly well.

"Another thing particularly gratifying is that the conduct of the men of the Mine Force at their bases and at sea has been exemplary. I think one thing that has impressed itself on this side more than any other is the conduct of our men. They were

inclined to regard us, when we first came over here, as men out of the wilds of America. I think they rather wanted to strengthen their police force when we came around. They found out it was not necessary. Not only have you created a good impression by your conduct as far as seamanship is concerned, but you have created a splendid impression socially. We hear it on all sides. I saw your show, the second part of it, in London the other day. It had anything of its kind I have seen skinned to death. There isn't another one that holds a candle to it. It is particularly gratifying that the show included a number of the young girls of Inverness. The show was clean and refined and splendid in every way. It was a pleasure to go behind the curtain and thank them and to kiss that wee bit of a girl who used to do the dance. You know the one I mean.

"That good feeling you have been able to show has made this nation understand the Americans now the way they never did before, and you people understand the English and Scotch people as you never did before. It makes good feeling on both sides of the ocean, and to keep the peace of the world we are going to need that feeling among all the Anglo-Saxons.

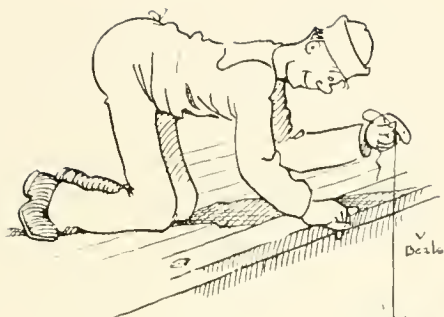
"I am sorry that I am not going home with you. I envy you all going home to your people again. When we shall be able to do it I don't know. Perhaps after the bulk of our men have been returned. I wish you a Merry Christmas and a Happy New Year; and when you get back there you can tell them all about it. You need not feel that you have to tell them you did the whole thing. Just tell them a straight story and you may be more than satisfied with that. I thank you for your attention."

Reply by Captain R. R. Belknap, Squadron Commander,
to Admiral W. S. Sims

"I wish to thank you, Admiral, for all you have said and to say that the Mine Squadron has felt the greatest honor in serving under you and is very proud to have the flagship hoist your flag even for only a few minutes."



GOOD BYE AT PADDINGTON



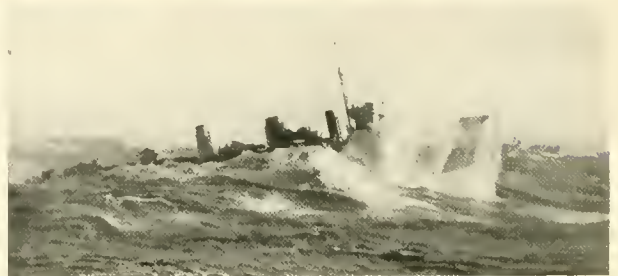
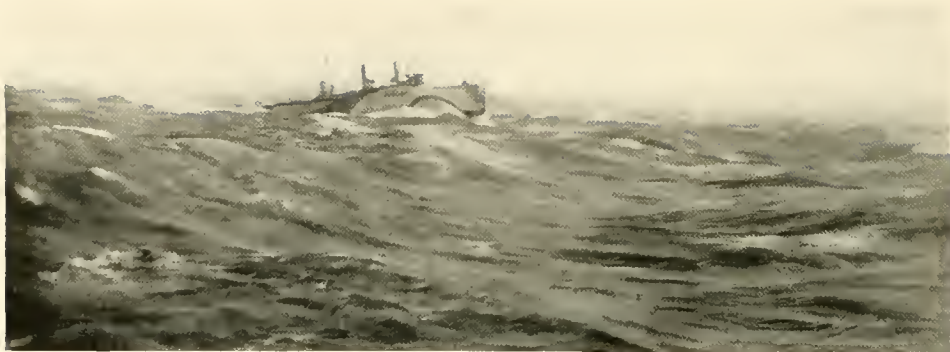
"A FRIEND IN NEED
IS A FRIEND INDEED"



TWO CHIEFS ON THE
WARPATH.



KILT— WHY DO THEY CALL YOUR SHIPS
"SHE," LIKE A COW, OR HEN?
GOB— BECAUSE THEY LAY MINE'S AND
HAVE MINE HATCHES!



A Quiet Day in the Orknies



THE RAIDERS OF THE NIGHT

We are the Mine Force Squadron One,
The "Choosers of the Slain,"
Guards of the Marches of the North,
And Keepers of the Main.

At fall of dusk we softly steal
From out each firth; and forth,
Seeking the aid of night's dark tide,
To strike hard from the North.

Weapons deadly with menace blind
Deep hid in our bowels lie,
To trap the Hun should he venture forth,
Or block him should he fly.

Nightly the North Sea knows our screws
By their muffled, careful beat,
While we strew the sudden death unseen
For our foes' unwary feet.

Until the world is safe again,
And each Boche crime set right,
The Hun shall know no mercy from
The "Raiders of the Night."



Inverness Castle



The Islands



High St., Inverness



Inverness



Inverness



THE CRUISE OF THE QUINNEBAUG

You may talk of tramps and scows,
 Raise a lot of bloomin' rows,
 On the virtues of the schooner and the tow-boat,
 But when it comes to motion
 On the old Atlantic Ocean
 This *Quinnebaug* is sure some little row-boat.
 In the days before the war
 The torpedo boats they hore
 A "rep" for diggin' deep and hittin' high spots.
 But of all the bloody steamers
 That fly commission streamers,
 This *Quinnebaug* could trim 'em all in dry dock.

CHORUS

Then its roll, roll, roll,
 You big hunka junk, just pitch and roll,
 And the twentieth century sailors,
 Like a bunch of tanked up tailors,
 Feed the fish while you roll, and roll, and roll.

She is dirty, damp and musty,
 All her bolts are loose and rusty,
 Her plates are warped, her stanchions sadly twisted,
 Her brightwork's always dusty,
 Her compartments always crusty
 Her mast to starboard, stack to port, is listed.
 Her engine's old and creaky—
 Her foc'sdeck is leaky,
 But her *Taps* would make the angels start a-ravin',
 For a measely little quarter
 Of a bucket of fresh water
 Is the limit that we get to wash and shave in.

Then its bang, baug, baug,
 You pack o' worn out spare parts, *Quinnebaug*,
 You should be in my opinion
 With the rest of "Old Dominion"—
 In a cozy stall in Hades, *Quinnebaug*.



Invergordon



Near Invergordon



Alness, Near Base 17



Boom Defense, Invergordon



The Roads are Full of Them



The Gate

“CENSORED”

BASE EIGHTEEN, SOMEWHERE IN SCOTLAND.

DEAR [REDACTED]

I'm writing long and stead'ly, have to keep up with my mail, for they all chime in the medley, "let me hear your long, sad tale!" Tho I'm weary with the punching out of self-historic "dope," still I sit here puffing, munching, on a thrupence canteen "rope" for I have to write to you, dear, tho the rest are "S. O. L." and altho there's nothing new here, I will do my best to tell how I helped the Allied nations to subdue the vandal Hun and by sundry demonstrations, proved the job could be well done.

So I puff a few more smoke rings, then I look into the haze; and there pictured are some sad things that have happened in past days. Now, I see the Kaiser weeping, and his fam'ly weeping too, and I ask him what is keeping all the Hohenzollerns blue. So he answers, while I list'ning, take it down in plain short-hand, while he tells me, tear-drops glist'ning, why the royal bunch was canned:

"'Tis your blocking of the North Sea with your cursed Yankee mines that has spoiled a certain vic'try and upset our fell designs. Time there was, when ruthless U-boats, with my chosen pirate crews, had the Allied men-o'-war's 'goats' and there wasn't much to choose 'tween a slow and sure starvation or a grim defeat on land for the French and British nations 'til 'Sim's Circus' took a hand.

"First, we didn't realize it; thought that things would go the same and, took pains to advertise it, you folks couldn't 'queer' our game. But we noticed, as the months passed, all reports grew mighty slim of ship sinkings, in grim contrast to the days when, in good trim, we were sinking liners faster than the ship-yards turn them out. 'Now we're faced with *this* disaster; next 'twill be our armies' rout for we keep our people's temper quiet by the news at sea and, as long as I am Emp'rör, slinging bull is up to me.'

"When we heard you'd mined the North Sea, we sent out our boats to sweep but they never came back to me, for their bodies glut the deep. Seems that these were not the same kind as the British laid before and I curse the Yank who designed such a bolt to fit my door. No more subs came home to cheer me with some bit of hellish news and I see it now too clearly; everything I had—I lose! For the Yanks have put quietus on me and my craven sons; soon old Satan comes to meet us, with 'no mercy for the Huns!' But I still maintain, and rightly, I'd have won out in my course, were it not (here censored slightly) for your \$???—verdammt Mine Force!"

Thus he finished somewhat sadly and I saw his point of view; saw we hadn't done so badly in our efforts to subdue him and his piratic minions, and we haven't worked in vain, for the German Eagle's pinions are fast bound in mine-wrought chains.

Now you know what I've been doing, in my absence from your side, and the trouble we were brewing for the Huns; you can decide whether I have dodged my duty, shirking, as a draft-evading slob, or put in my service working, as befits,

Your friend,

A. GOB.



Mines Coming!



A Mine Carrier



A Pilot



The Olympia Arriving at Archangel



Just Dropped



Standing Out



One of the Escort



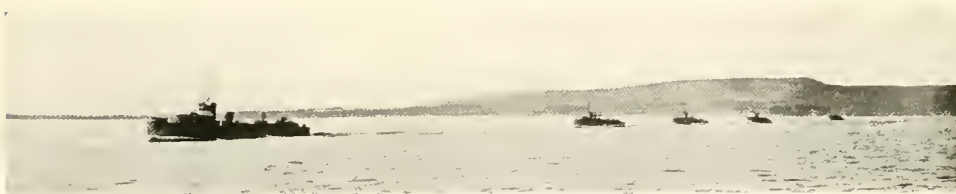
Another Escort



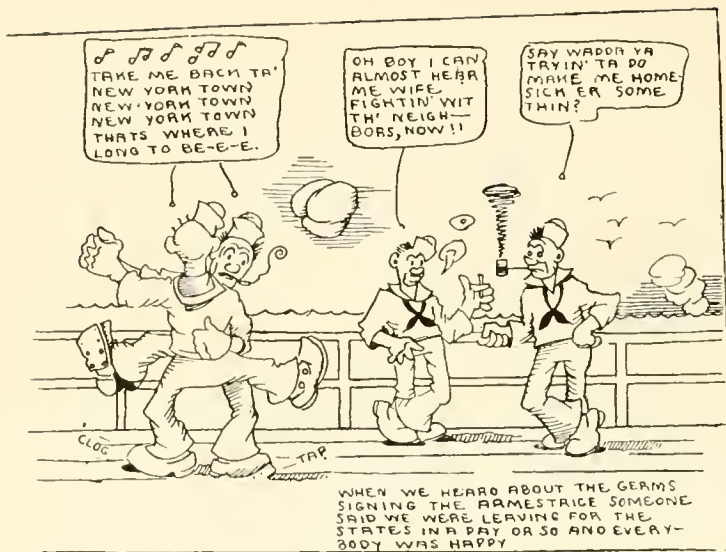
H. M. S. New Zealand
Flagship Supporting Force



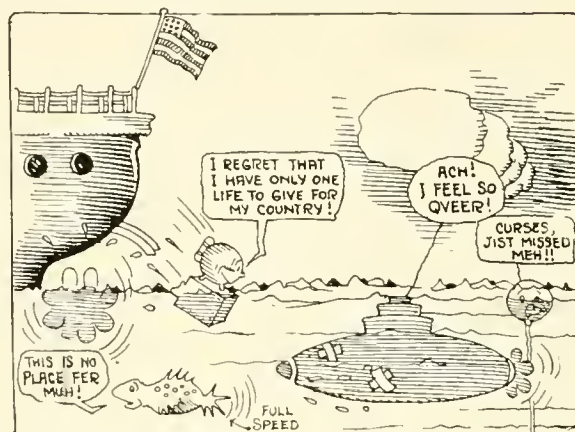
One of the Supports



The Flotilla

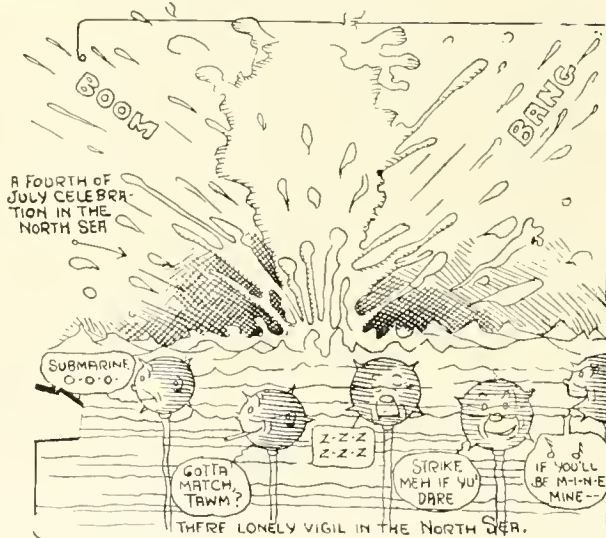


YOURS TRULY,
A.W. SUMMerville
U.S.S. SARANAC.



A NAVY BEIN

LOWE AND
PACIFIC
1911

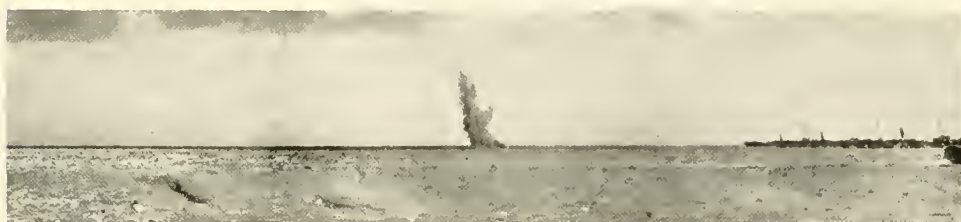




Escort Screening Flagship



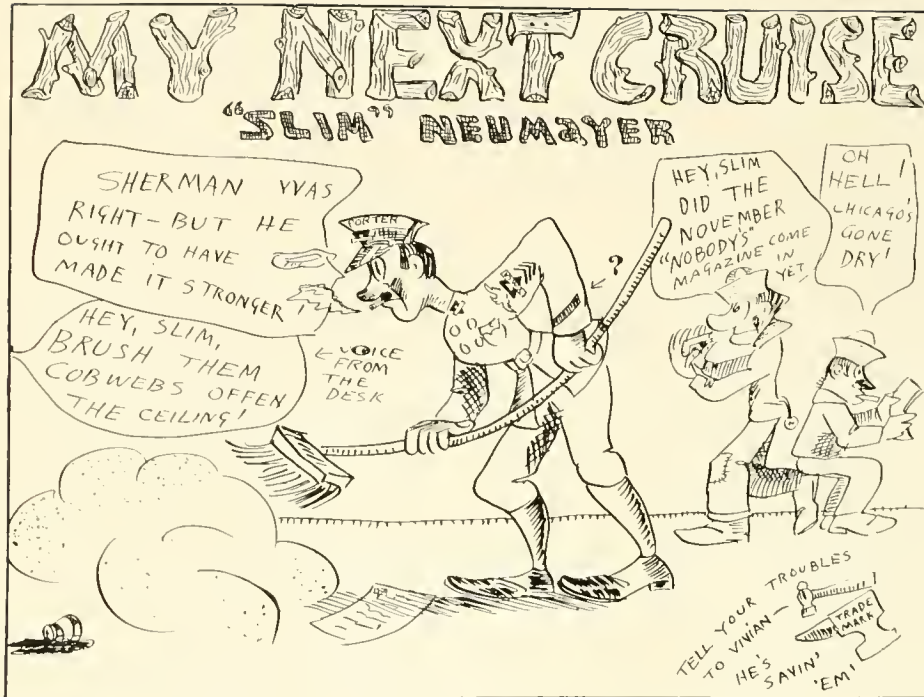
Planting



A Premature



Attack



GLEANEED FROM THE CENSOR

"... I would send you a picture of myself in kilts, only can't, due to censorship regulations, as it might give away our location."

"Please go and see a good show on me and I will give you the money for the seats when I get home. Would send the money to you, but our letters pass through so many censors, am afraid you wouldn't get it."

TWO REQUESTS FOR RELEASE

"... My reasons being that the purpose for which I enlisted has been accomplished, namely, helping to save the world from the Hun and that I have waiting for me on the outside a wife, a job, and a chance to get ahead."

"... I have mules and oxens at home on my father's hands to take care of and he is getting old."



Ready for the Last Leg of the Run Home

Fast Run of Mine Planters.

The U. S. S. Shawmut, Capt. W. T. Cluverius, U. S. N., and the U. S. S. Aroostook, Capt. J. H. Tomb, U. S. N., of the Mine Force, arrived in Hampton Roads, Va., with homeward bound pennants flying on Dec. 27, after a fast run of twelve and one-half days from Portland, England, via the Azores and Bermuda. These ships are twenty-knot mine planters, were fitted out at the Boston Yard, and form the Third Division of Mine Squadron No. 1, which laid the North Sea Barrage. The other ships of the squadron are returning by the northern route.



Street in Ponta Delgada



Christmas Day at
Bermuda



Ponta Delgada, Azores



Hospital Ship from Grand Fleet



Hospital at Strathpeffer



A Hospital Case



The Wreck of the Natal, Invergordon

THE MINE LAYERS

The sun comes from the Northern Sea,
O'er Scotland's rocky harbor walls,
And sees ten gorgeous banners rise,
While ten bronzed bo'sn's pipe their calls.

Ten valiant ships, by twos alike,
With terrible resolve have come,
To close high seas to Teuton wolves,
The U. S. Mining Squadron One.

Seaworthy craft, whose peaceful lines,
From monster guns and armor free,
With war paint to confuse the eye
Betwixt the sky and tossing sea.

Here forty hundred sailors dwell,
Our wartime homes are ships of steel,
Called from all planes and walks of life,
To serve mankind and public weal.

Across this northern passage way,
From tossing wave to ocean's floor,
From Norway's coast a chain of death
We stretched to Orkney's rugged shore.

And other well-laid snares were set,
To trap the cruel Hunnish knave;
His wreckage silent witness bore
Of death upon the restless wave.

We go not forth to meet the foe
Who have not, will not, fight like men;
We trap the wolves who scourge the sea,
And keep him in, or from, his den.

Though weather fair or foul may be
A hidden trail of death we make,
Perdition takes the enemy
Who luckless dares our silent wake.

The blow of roaring ocean wave
The sudden dart of coward's might
We brave with faith and courage high
Because we serve the God of Right.

Now praise to gallant Godfrey's craft,
Manned by the sturdy British tar,
Our guardians throughout danger's path,
Aye, warding peril from afar.

When Truth spreads History's pages o'er
With deeds that triumphed o'er the Hun,
One force will shine as none before—
The U. S. Mining Squadron One.



HOME AND FAME

Extract from *The Times-Herald*:

NEWPORT NEWS, VA.,
2 January, 1919.

SIX MINE PLANTERS BACK FROM WAR ZONE

Six mine planters, which have been doing service in foreign waters for the past two years, have arrived in Hampton Roads. They are the SHAWNOCK, AROSTOK, HOUSTANIC, ROANOKE, QUIV-ENDELAY, and CONDULOY. The BALTIMORE, SARANAC, CONICUS, FRANCIS are expected here in a day or two.

The battleships CONNECTICUT and MASSACHUSETTS are also in the Roads.

THE PUBLICATION COMMITTEE

CAPTAIN W. T. CLUVERIUS, U. S. N.
Chairman

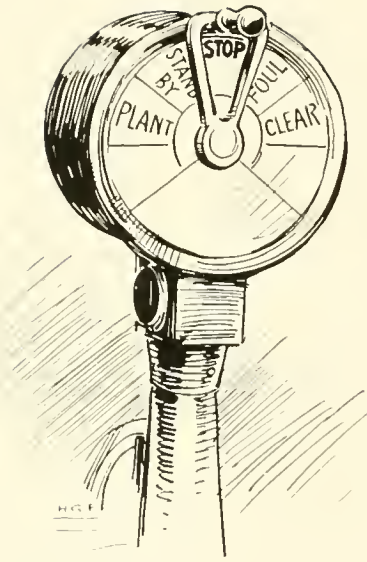
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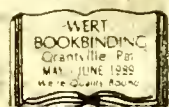
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